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Per E.O. 12065, Sec. 3-4  
Re-review - 1989

SURVEY OF FOREIGN EXPERTS  
11 West 42nd Street  
New York City

June 14, 1943.

#N620

COUNTRY:

GERMANY

SUBJECT:



He was interviewed in connection with a request for information on

GERMAN AUTOMOBILE AND AUTOMOBILE PARTS FACTORIES

✓ ADLER (as of 1938-39)

About 40% of Adler's production of automobiles was for the army. These included: 4 and 6 cylinder passenger cars, light trucks using the frame and motor of the 4 cylinder car, and ambulances using the frame and motor of the 6 cylinder car.

There was no external enlargement of the Adler plant in Frankfurt a.M., but the production of automobiles was increased by the use of space formerly occupied by the bicycle and typewriter departments, manufacture of which was then practically suspended.

Subject estimated that the plant employed about 5000 workers.

✓ DAIMLER BENZ (as of 1938-39)

The Untertuerkheim plant employing about 10,000 workers manufactured passenger cars and airplane engines.

In the Mannheim factory about 3000 workers were producing diesel engines, trucks up to 5 ton carrying capacity, and ambulances.

In Gaggenau, diesel engines and heavy trucks up to 10 ton carrying capacity were manufactured. This plant employed about 1500 workers.

Daimler Benz owned a body factory located in Sindelfingen, where about 1000 workers were employed.

Subject had no information on the Daimler Benz plant in Berlin.

The factories in Untertuerkheim, Mannheim and Gaggenau all had foundries of their own.

Subject estimated that the combined production of all Daimler Benz plants amounted to about 100,000 automobiles of all types annually.

There was no inter-relation between Untertuerkheim, Mannheim and Gaggenau, each plant being a separate unit in itself, with Untertuerkheim the most important.

✓ AUTO UNION (as of 1935-36)

The D.K.W. plant in Zschoppau produced 2 cylinder motorcycles and light passenger cars. About 2000 workers were employed there and the factory had a foundry of its own.

APPROVED FOR RELEASE  
DATE: AUG 2000

R.G. Carroll, Interviewer

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